

ABSTRACT OF THE DISCLOSURE

A method and apparatus for controlling the power output of an internal combustion engine in a vehicle, wherein a motor/generator or a generator/motor is coupled to the output shaft of the engine and the positive and negative torque of the motor/generator or the generator/motor is varied to control the power output of the engine as a function of speed for all manners of performance of the vehicle. The engine operates along a predetermined ideal operating line at all speeds of the vehicle.

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